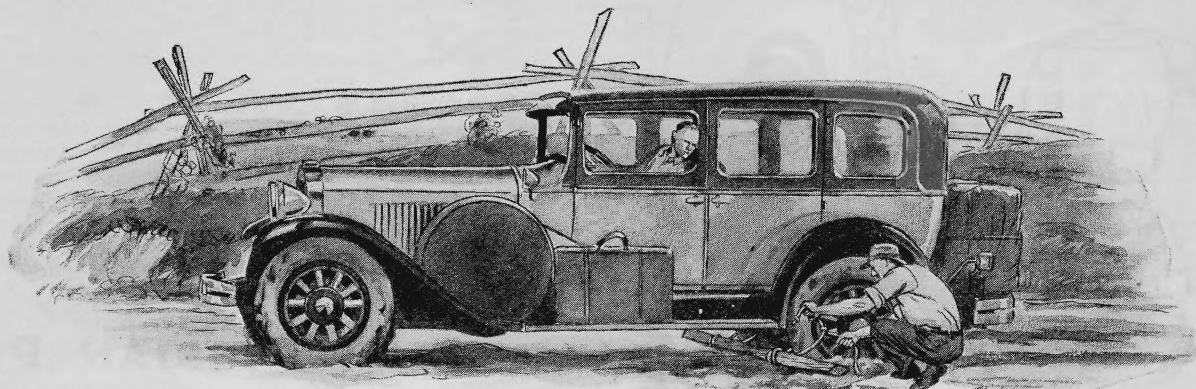


Kinks That Solve Auto Problems



Tying a fence rail or plank in front of the rear wheels helps to get the car out of a bad mudhole.

How to Help the Car Climb Out of a Mudhole—New Ways to Do Simple Repair Jobs—Oiling Piston Rings

AN EMERGENCY method for getting a car out of a mudhole when both rear wheels have bogged down so deep that they no longer have traction is to place a plank or a fence rail in front of the rear wheels and tie it loosely to the spokes. When the car is driven ahead it will climb up on the plank and pass over it. The plank then can be untied and moved to a new position in front of the rear wheels. Repeating this procedure as many times as necessary will get the car out of the mudhole and back on solid ground again.

Oiling New Piston Rings

WHEN the motor is started after new rings have been fitted, extra lubrication should be applied to the rings during the first few minutes. Unfortunately, it is just at this time that oil from the regular lubricating system is very scant. A remedy is to plug one end of the piston pin with grease before the connecting rod is bolted to the crank shaft. The hole in the piston pin is then filled with cylinder oil and the other end plugged with grease.

As soon as the motor is started the heat melts the grease and allows the oil to run

Each month **POPULAR SCIENCE MONTHLY** awards a prize of \$10, in addition to regular space rates, for the best idea sent in for motorists. This month's prize goes to Roger Meyer, of Fond du Lac, Wis., for his suggestion for oiling new piston rings, shown in Figure 1. Other contributions published are paid for at the usual space rates.

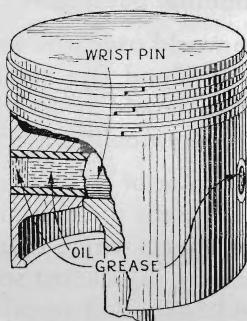


Fig. 1. Plugging piston pin with grease provides lubrication when motor is started.

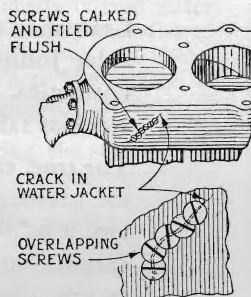


Fig. 3. How a small crack in the water jacket can be closed by a series of screws.

out where it will properly lubricate the piston rings during the critical period.

A Choke Indicator

FOR those who forget to open the choke after the motor has become warm, the indicator illustrated in Figure 2 serves as a reminder. An ordinary stop-light switch arm is attached by a wire to the choke lever on the carburetor in such a way that when the choke rod is pulled out the switch is thrown over to the "on" position.

This closes the circuit to the jeweled light indicator, fastened on the dashboard. The glowing jewel will indicate that the choke is out.

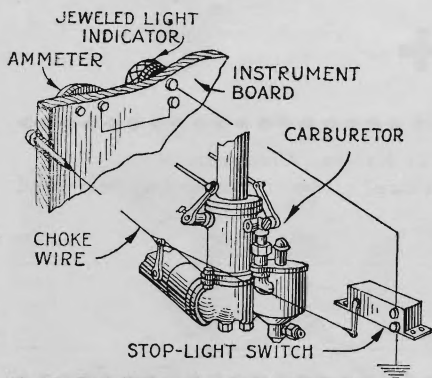


Fig. 2. Installation of a dashboard indicator that flashes when choke is left out.

Mending Water Jacket

FIGURE 3 shows an ingenious way to close a crack in the water jacket of an automobile cylinder block. A hole drilled at the end of the crack is tapped and a

tight-fitting screw is screwed into it. The screw should be cut off flush with the cylinder jacket and another hole drilled so that it cuts through the crack and partly through the first screw. This hole is tapped, a screw run into it, and the same process continued until the entire crack is plugged by the screws. Smear the threads of the screws with a good grade of iron cement before screwing them into the holes.

Repairing Seat Cushions

BY FOLLOWING the method in Figure 4 it is possible to sew a rip in a seat cushion in such a way that the stitches are invisible, and without taking the cushion apart. If the rip has been caused by a broken holding wire this should first be repaired, as indicated. Then the rip should be sewed back and forth, over and under, leaving the stitches loose. After the sewing is completed the stitching can be pulled up tight, beginning at one end. This will close the seam so that the stitches will be hidden.

THREAD TAKEN BACK AND FORTH (OVER AND UNDER) AND AFTERWARDS DRAWN UP TIGHT

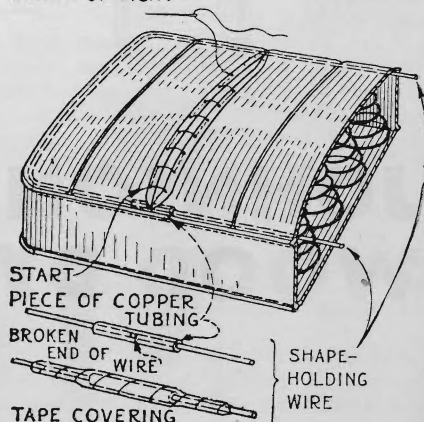


Fig. 4. Ingenious method of mending a rip in a seat cushion so that stitches are invisible.